

THIRTY DOLLARS
PER ANNUM

Intimations.

BRAIN-FAG!

No. 4, RIFON TERRACE.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**

ing the total Military Expenditure and contribution for the last ten years, ending 31st December, 1898.

(4) Will the Honorable the Colonial Treasurer lay upon the table a statement showing the total revenue and expenditure of the Public Office Department separately for the last ten years, ending 31st December, 1898.

ORDERS OF THE DAY.
1. First reading of a Bill entitled An Ordinance to amend the Law relating to Solicitors.
2. Second reading of the Bill entitled An Ordinance to apply a sum not exceeding Two million Six hundred and Eighty-one thousand Six hundred and Fifty-one Dollars to the Public Service of the Year 1900.

3. Second reading of the Bill entitled An Ordinance to make further provision for the sanitation of the Colony and to repeal certain enactments of the closed houses and insanitary dwellings Ordinance, 1894.
4. Committee on the Bill entitled An Ordinance to amend the Rating Ordinance, 1888.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

PHILIPPINE AFFAIRS.

(From Manila Times of October 14th).

CONTRABAND CAPTURED.

This morning 42 Filipinos were brought in before the Provost Marshal General. They had been taken prisoners at Mariguina for trying to carry large supplies of rice through the American lines. After a careful examination by the Provost Marshal General, the entire lot were given their liberty, but the rice and other supplies which they carried were confiscated by the Government.

A CHINESE SMUGGLER UNREARDED.

While Detective Romulo of the Secret Service was out yesterday afternoon watching for a burglar on the waterfront, he noticed a large and heavily laden banca being swiftly paddled up the Binondo canal.

Seeing game he quickly followed the canoe which was manned by a Filipino. The boat soon ran under the wharf, and from the shadow of a house several Chinese coolies emerged with baskets into which they commenced to load the goods and carry them ashore.

The detective followed them to a house on Ormiga street where a wealthy Chinaman named Ang Soong Wang maintains a business establishment. After a while he entered the house, and bluffed the Chinaman told him that the game was up. Wang fell into the trap and offered the detective \$50 if he would keep quiet. Romulo took the money and immediately reported to his chief. Secretary Pelle and Detective Roper then visited the house and informed him that they knew what he was up to, and wanted to know what he had to say. The Chinaman offered them \$100 this time to keep quiet. They took this also and promptly handcuffed the rascal. Wang soon raised his bid to \$1000 if they would let him go, and use their influence in keeping off the detectives that he might operate in future undisturbed. Meanwhile Roper was engaged in gathering up a large store of smuggled goods and piling them in the middle of the room, and Pelle called in Lieutenant Trowbridge who had been awaiting developments outside. Wang was evidently of the opinion that there was no man without his price, for he offered the chief \$1000 more, but he only made matters worse for himself.

He was arrested and two cartons of smuggled merchandise taken from the house, consisting of valuable stuff goods, silks, etc., valued at nearly \$10,000.

Later in the day Mr. Pelle made a search of some of the Chinese stores in town and discovered more goods corresponding to those seized.

This is an important capture as Wang is thought to have been operating an extensive smuggling business for some time past. Great credit is due to the native force of detectives of this department, of which Romulo is one. They are doing very valuable work and prove exceedingly successful in what they undertake. They treat all criminal classes alike, and little ever escapes their notice.

McKINLEY TO THE CUBANS.

Governor General Brooke has received the following proclamation from the President: "Executive Mansion, Aug. 17, 1899.—To the people of Cuba: The disorganized condition of your island, resulting from the war, and the absence of any generally recognized authority, aside from the temporary military control of the United States, have made it necessary that the United States should follow the restoration of order and peaceful industry by giving its assistance and supervision to the successive steps by which you will proceed to the establishment of an effective system of self-government.

"As a preliminary step in the performance of this duty I have directed that a census of the people of Cuba be taken and have appointed competent and disinterested citizens of Cuba as enumerators and supervisors.

"It is important for the proper arrangement of your new government that the information sought shall be fully and accurately given, and I request that by every means in your power you aid the officers appointed in the performance of their duties.

WILLIAM McKINLEY."

ADMIRAL DEWEY'S CHINESE CREW.
Under the Chinese exclusion law, some members of the crew of the *Olympia*, who served with such credit at the battle of Manila Bay, as to win special commendation from Admiral Dewey in a letter to the Navy Department, may not be allowed to set foot on shore when his flagship reaches New York.

In the battle with the Spanish fleet they were assigned to duty in passing ammunition and performed other duties connected with fighting the ship, and every one of them did his task well enough for Admiral Dewey, who even suggested that if possible, they be admitted to American citizenship.

His letter was referred to the Treasury Department. The Secretary replied that although he greatly regretted the fact there was no way in which the law could be waived. The Chinamen in the *Olympia's* crew could not be admitted to the United States unless they had been lawfully in this country at the time of their enlistment.

The law is mandatory upon the officials of the Treasury Department, and it will be the duty of Collector of Customs Bidwell at New York to prevent the Chinese members of the *Olympia's* crew from leaving the ship while she is in New York Harbor. Under the law, a naval vessel, is part of the soil of the country and technically if any of them were enlisted in San Francisco they have not been out of the United States while serving on the *Olympia*.

It is not probable, however, that any action would be taken by the Treasury officials should the Chinese be allowed to land on the supposition that they are legally entitled to reside in the United States.

IMPERIAL DECREES.

16th October.

DARING ROBBERY IN THE CAPITAL.

(1) The Censor Shuang Shou (Muncho), who has charge of the Northern city of the capital, reports the arrest of four bandits implicated in a robbery on the night of the 11th instant, the victims being the Tung Ho-ho Bank, situated in one of the principal side streets of that city. Some 50 in 60 men armed with guns and swords attacked the said bank and took away a considerable amount in silver and notes, as well as valuable clothing. That these bandits should dare to commit an armed robbery within the very shadow of the Imperial Palace is indeed the summit of audacity and lawlessness, and they should be punished to the utmost extent of the law for it. The captured bandits are hereby commanded to be handed to the Board of Punishments for trial, and strict search should be made for the rest of this gang. Let none be allowed to escape the meshes of the law.

THE NEW GENERAL OF YOHOU.

Lu Hsing-ta is appointed Brigadier-General of the Yehou military division of Hunan province.—A. C. D. News.

THE DEMOCRATS AND THE PRESIDENTIAL ELECTION.

From Free Press (Aberdeen) Sept. 20th, 1899.

NEW YORK, Sept. 18th, 1899.

A distinct and most important departure in the policy of the Democratic party is announced in the *New York Herald* in a communication from the well-known politician Colonel Henry Waterson, of the Louisville *Courier-Journal*. Colonel Waterson occupied amongst the Democrats and before the country a position analogous to what Horace Greeley filled on the Republican side during his lifetime. His word is not law, but it commands supreme respect and has unfailingly committed a large section of the Democratic party to any course he has recommended. The *New York Herald* publishes his article in big type. In substance Colonel Waterson says that Mr. W. J. Bryan is the Democratic nominee for next President, that he will have no contest in the coming National Democratic convention, that the party will not again put him forward as identified with sound money currency, but will in absolute unity sustain him on an issue of far-reaching importance and over-mastering interest. That issue is expansionism. Anti-expansionism, says Colonel Waterson, is anti-democracy. The Democratic party have ever been to the forefront in advocating national expansion. The Democratic leaders ought now to say—"We will guide the way to the termination of the Philippine troubles. The country has had enough of temporising and military tomfoolery under McKinley; all in the interest of a political Dictator. Give us a statesman in the White House; give us a soldier in the Philippines." Above all, let Democrats remember that no party ever threw itself across the pathway of its country's greatness and glory and lived.

TELEGRAMS.

The following are from the *Bombay Gazette*—

Movements of British Troops in Natal.

The British batteries of Artillery, which left Ladysmith ostensibly for Dundee, have been suddenly ordered to Newcastle which is nearer to the frontier.

The British troops at Gleeson are occupying a kopje in the vicinity.

Strong breastworks have been erected and the top of the railway bridges guarded day and night.

Departure of Durban Volunteers for Colenso.

The Durban Light Infantry and three gun detachments of Naval Volunteers left Durban to-day for Colenso, and had a most enthusiastic send-off.

The Burghers warned for service.

All the burghers have been warned for immediate service.

Colonial Volunteers for South Africa.

A Conference of the Military Commandants of all the Australasian Colonies, except New Zealand, is sitting at Melbourne to discuss the equipment and despatch of a force for service in South Africa.

Volunteers are coming forward in large numbers in all the Colonies.

Fourteen hundred Victorians have already volunteered.

The Boers on the Natal Border.

One thousand Boers at Utrecht have cut a route through the high bank of the Buffalo River and are ready to cross into Natal.

Boer Forces Moving up to the Front.

Horses and provisions were commandeered from Johannesburg yesterday, and one thousand four hundred burghers took their departure for the front.

A large force including Artillery has also left Pretoria for Volksrust.

The Boer Force at Volksrust.

The Boers have now a force of four thousand five hundred men concentrated at Volksrust, including five hundred Germans who volunteered for service.

Natal Local Forces Moving North.

The whole of the Natal local forces and a great part of the Police have gone north. The Berkshire Regiment has been despatched to Nanau Poort.

Boers Mobilising near Mafeking.

Two thousand Boers are mobilised on the frontier near Mafeking.

Boer Camp near Vryheid.

A Boer Camp has also been established near Vryheid, where a great force will be mobilised probably on Monday.

Military Activity in the Orange Free State.

There are numerous signs of military activity in the Orange Free State, where the Burghers are concentrating.

The Natal Volunteers moving up.

The Natal Volunteers have reached Ladysmith, and a portion of them have proceeded to Helpmakaar to defend the border.

Hostilities Believed to be Imminent.

Hostilities between the opposing forces on the frontier are believed to be imminent.

The Boers Massing Their Forces.

Various reports are current, but most of them concur that the Boers are rapidly massing their forces near Charlestown and Mafeking. The latter place is especially exposed to attack.

Scarcity of Water in Bechuanaland and Rhodesia.

A scarcity of water in Bechuanaland and Rhodesia is causing the military much anxiety.

The Question of Disarmament.

The *Times* says that it will be impossible after what has happened that the Boers should remain armed whilst the Uitlanders are unarmed.

Refugee Uitlanders Insulted.

BRITISHERS TRAMPLED UPON.
LONDON, October 3rd.
A crowd of Boers at a station on the Delagoa Line of Railway forced a number of refugee passengers in a train to uncover their heads during the singing of the Volkslied and severely kicked and trampled upon several Englishmen.

Arrival of an Indian Transport at Durban.

The Transport *Dalpoora* arrived at Durban last evening from Bombay with the 21st Battery of Field Artillery, which will be landed to-day.

The Orange Free State Troops Concentrating.

The Orange Free State Artillery under Commandant Albrecht is moving towards Kimberley.

The Boers Hold Sandspit.

A Boer force of 5,000 men and twenty-three guns holds Sandspit, and a force of 4,000 men holds Muller's Farm.

Hurried Movement Towards the Free State.

Three squadrons of Natal Carabineers were hurriedly mustered at Ladysmith, and started in the direction of the Orange Free State border.

Natives on the War Path.

The Natives have looted some stores at Charlestown.

Increase of British Revenue.

The British Revenue Returns show for the quarter an increase of £1,613,295 and for the last six months an increase of £3,492,452.

Omnibus and Tram Companies to be Requisitioned.

LONDON, October 2.
The Government have notified the Metropolitan Omnibus and Tramway Companies that they may have to requisition them for horses.

General White hastening to the Front.

General Sir George White is hastening to Durban with the utmost speed from Capetown.

The Reported British Advance into the Free State.

The report that the British were entering the Orange Free State from Kimberley is not true.

Movement of troops.

The 5th Lancers have arrived at Ladysmith.

Conference of Liberal Leaders.

A Conference of Liberal leaders was held yesterday. Lord Rosebery, Sir W. V. Harcourt and Mr. Morley were not present, and nothing was decided.

More Transports Chartered.

The Government have chartered the Peninsular and Oriental steamers *Formosa* and *Orizaba* to convey troops to the Cape.

Arrival of Bombay Transports at Durban.

The following transports have arrived at Durban from India all well—
The *Sutlej* and *City of London* with the Devons.
The *Boothiana* with the 33rd Field Battery.
The *Perma* with the King's Royal Rifles.
The *Princess* with the 19th Hussars.
Sir A. Hunter, Chief of the Staff, is on the *City of London*.

Four Transports Engaged.

LONDON, October 3rd.
The *Harwarden Castle*, the *Lismore Castle*, the *Roslin Castle*, and the *Harlech Castle* have been chartered as transports and ordered to be ready in ten days.

Staff Appointments.

Colonel Brodiehurst, of the Royal Horse Guards, (the Blues) will sail in the *Mexican* to command a Cavalry Division in Natal.

Arrival of Another Transport.

The Transport *Secundra* with the 42nd Battery and a Veterinary Hospital, has arrived at Durban from Bombay.

The troops on board the *Lalpoora*, consisting 21st Battery and Artillery Staff, have been landed, and proceeded at once to the front.

A Wire from Bloemfontein.

A telegram from Bloemfontein states that the Landroet of Boshof wires that British troops have crossed the Free State border from Kimberley.

Honours for Service in East Africa.

October 3rd.
Captain Austen and Captain Burke have been awarded the Distinguished Service Order for services in East Africa.

Fighting Near Berbera.

A telegram from Jibuti states that a British force has landed on the Somali Coast and fought the Pretender and his Mahdist followers near Berbera.

Twenty-seven natives were killed in the action.

SHIPPING REPORTS.

Captain G. A. Taylor, of the steamship *Dianthus*, reports—Fresh to moderate N.E. breezes. Weather fine. On the evening of the 20th, passed two American transports bound in to Manila.

STEAMERS EXPECTED.

Names. From. Due.

Guthrie.....Port Darwin.....To-morrow
Mike Maru.....Singapore.....To-morrow
Yawata Maru.....Nagasaki.....To-morrow

Bornida.....Singapore.....Oct. 25th
Kinick.....Singapore.....Oct. 25th
Hakata Maru.....Singapore.....Oct. 25th

Bamburg.....Singapore.....Oct. 25th
Bengal.....Singapore.....Oct. 25th
Coptic.....Japan.....Oct. 25th

Kagoshima Maru.....Mojito.....Oct. 29th
Queen Adelaide.....Portland, Or.....Nov. 8th
Empress of India.....Vancouver.....Nov. 9th

America Maru.....San Francisco.....Nov. 11th
Chingtu.....Sydney.....Nov. 12th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in this column, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this column, on the basis already used, with the latest available information every day.

PROJECTED SAILINGS.

Ship. Destination. Date.

Aberfeldie.....Portland, &c.....Nov. 11th
Algoa.....San Francisco, &c.....Nov. 21st
Ambria.....Havre, &c.....Dec. 24th

America Maru.....San Francisco, &c.....Nov. 14th
Argyll.....Havre, &c.....Nov. 28th
Bamburg.....Strait, &c.....Nov. 8th

Bengal.....Shanghai, &c.....Oct. 28th
Bingo Maru.....Marseilles, &c.....Nov. 17th
Breconshire.....Victoria, B.C.....Oct. 28th

Candia.....London.....Oct. 24th
Carlisle City.....San Diego, &c.....Dec. 31st
Carmarthenshire.....San Diego, &c.....Nov. 15th

Changsha.....Yokohama & Kobe.....Oct. 25th
China.....San Francisco, &c.....Dec. 16th
Choyang.....Manila.....Oct. 24th

City of Dublin.....Victoria, B.C.....Dec. 30th
Coptic.....San Francisco, &c.....Nov. 4th
Diamante.....Manila.....Oct. 27th

Doris.....San Francisco, &c.....Oct. 23rd
Emp. China.....Vancouver, &c.....Oct. 25th
Emp. India.....Nov. 22nd

Emp. Japan.....Dec. 20th
Gaelic.....San Francisco, &c.....Nov. 30th
Hailong.....Swatow.....Oct. 24th

Hakata Maru.....Kobe & Yokohama.....Oct. 26th
Hakul Maru.....Vladivostok, &c.....Oct. 26th
Hector.....London.....Nov. 14th

Hongkong Maru.....San Francisco, &c.....Dec. 9th
Idzumi Maru.....Victoria, B.C.....Nov. 16th
Java.....London.....Nov. 2nd

Kagoshima Maru.....Bombay, &c.....Oct. 31st
Katsushika.....Strait, &c.....Jan. 24th
Kawachi Maru.....Marseilles, &c.....Nov. 3rd

König Albert.....Strait, &c.....Dec. 13th
Kingsberg.....Havre, &c.....Dec. 10th
Kwangse.....Shanghai.....Oct. 26th

Legazpi.....Manila.....Oct. 24th
Machaoon.....Swatow.....Nov. 28th
Maidzuru Maru.....Swatow, &c.....Oct. 29th

Mike Maru.....Kobe & Yokohama.....Oct. 27th
Monmouthshire.....Portland, &c.....Dec. 23rd
Meyone.....New York.....Nov. 15th

Nippon Maru.....San Francisco, &c.....Jan. 3rd
Oanfa.....Marseilles, &c.....Oct. 30th
Oldenburg.....Strait, &c.....Feb. 21st

Osang.....San Francisco, &c.....Oct. 25th
Orestes.....London.....Oct. 31st
Paranautia.....Europe, &c.....Oct. 28th

Preussen.....Strait, &c.....Jan. 10th
Prinz Heinrich.....Strait, &c.....Dec. 27th
Queen Adelaide.....Victoria, B.C.....Nov. 18th

Rohilla.....Japan.....Oct. 29th
Sachsen.....Strait, &c.....Dec. 7th
Saint Irene.....Victoria, B.C.....Dec. 9th

Salvadora.....Manila.....Oct. 26th
Sibiria.....Havre, &c.....Nov. 10th
St. Mark.....New York, &c.....Oct. 25th

Stratigley.....San Diego, &c.....Oct. 25th
Suevia.....Havre, &c.....Nov. 12th
Suisang.....Singapore, &c.....Oct. 25th

Szechuan.....Swatow, &c.....Oct. 30th
Tainan.....Swatow, &c.....Oct. 24th
Tsinan.....Swatow, &c.....Oct. 28th

Yawata Maru.....Manila, &c.....Oct. 27th

NOTANDA.

CALENDAR.

Meteorological notes based on fifteen years' observations to 1898.

Barometer.....29.682
Thermometer.....76.2
Humidity.....71
Rainfall.....5.794

TO-DAY.
WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.

Barometer.....30.03 30.01
Temperature.....78 79
Humidity.....71 50
Rainfall.....71 50

TO-DAY.
Monday, 23rd October, 1899.
Chinese—19th of 9th moon of 25th year of Kwang-si.

Sun—Rises.....6hr. 1min.
Sets.....5hr. 29min.
Moon—Set Dec. 2nd 2hr. 4min.

High water.....Afternoon 1hr. 58min.
Low water.....Morning 5hr. 49min.
Afternoon 5hr. 12min.

ANNIVERSARIES.

1849—58 piratical vessels destroyed by Captain Hays and Wilcox of H.M. Ship's *Columbia* and *Fury*.

1856—The Arrow was commenced.

1866—Earl of Derby died.

1896—Dr. Sun Yat Sen released by the Chinese Embassy in London by order of Lord Salisbury. New Mosque of the Hongkong Regiment at Kowloon opened.

TO-MORROW.

Tuesday, 24th October, 1899.

Chinese—20th of 9th moon of 25th year of Kwang-si.

Sun—Rises.....6hr. 2min.
Sets.....5hr. 27min.
High water.....2hr. 59min.

Low water.....Morning 6hr. 40min.
Afternoon 5hr. 30min.

ANNIVERSARIES.

1860—Pekin Convention between China and Great Britain signed.

1875—Messrs. Governor and Baber left Shanghai on a Mission to Yunnan to investigate the circumstances of the murder of Mr. Margary.

1878—Rebellions of Samur at Kumamoto, Japan; 400 soldiers killed by insurgents.

1882—Loss of steamer *Palatin* off the coast of Hainan.

1883—Sir George Bowen returned from Peking.

1886—*Normanton* wrecked off Oshima, Japan, 36 lives lost.

1894—The Japanese cross the Yalu.

1896—Chan Tai Yau sentenced to death for the murder of a mafco at Causeway Bay.

1898—Yellow Book on Fashoda question published.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKUAI MARU W. Nishimura	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI	THURSDAY, 26th October, at Noon.
HAKATA MARU F. L. Sommer	Kobe and YOKOHAMA	THURSDAY, 26th October, at 4 P.M.
MIKE MARU S. Kawamura	Kobe and YOKOHAMA	FRIDAY, 27th October, at 4 P.M.
YAWATA MARU A. E. Moses	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 27th October, at 4 P.M.
KAGOSHIMA MARU R. Nunome	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 31st October, at Noon.
KAWACHI MARU J. T. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 3rd Nov., at Noon.
*IDZUMI MARU M. J. Currow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA Kobe & YOKOHAMA	THURSDAY, 16th Nov., at 4 P.M.
BINGO MARU G. E. T. Cook	MARSEILLES, LONDON & ANT- WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th Nov., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

[6]

Hongkong, 23rd October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,
HONGKONG.

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K. HASEGAWA,

Manager.

Hongkong, 19th August, 1899.

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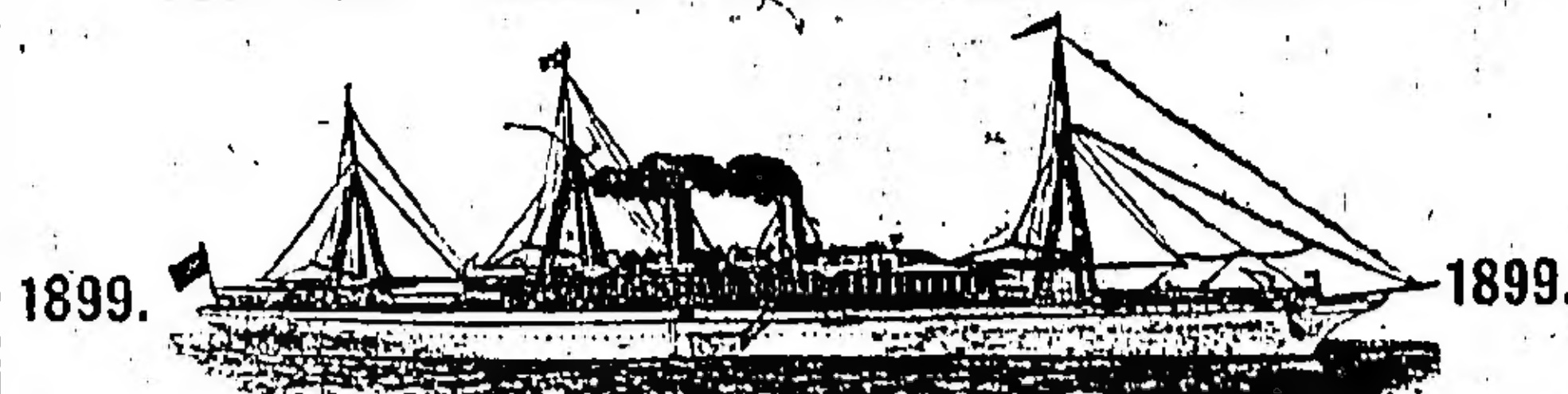
Hongkong, 11th September 1899.

[19]

Hongkong, 20th October, 1899.

[5]

Mails.

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ROYAL MAIL STEAMSHIP LINE.

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Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th Oct., 1899.
EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 22nd Nov., 1899.
EMPERESS OF JAPAN...Comdr. G. D. Bowles, R.N.R....WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

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For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street, [3]

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
olulu) Tuesday, 14th Nov.,
at Noon.

HONGKONG MARU
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Saturday, 9th Dec.,
at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
olulu) Wednesday, 3rd Jan.,
1900, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 14th November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

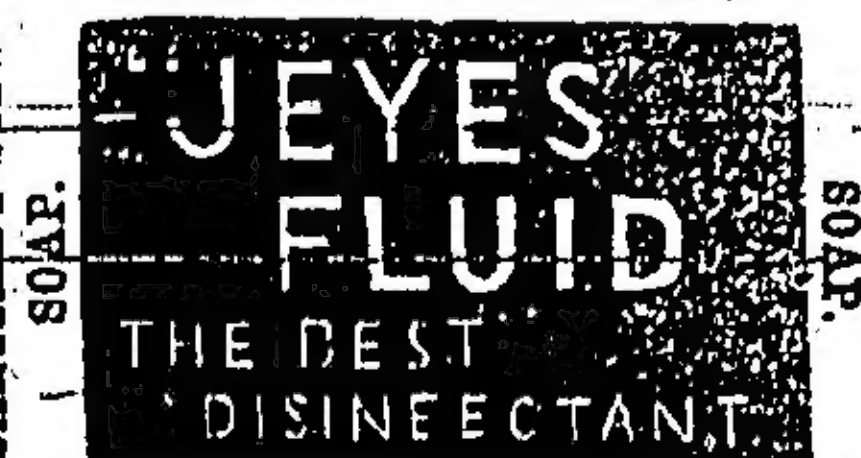
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

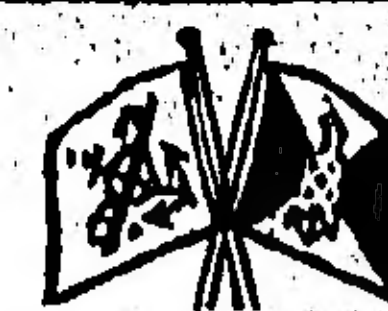
Hongkong, 19th October, 1899. [1310]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.AVOID ALL RISK OF OUTBREAK BY
ITS USE.W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [11]

Mails.

NORDDEUTSCHER
LLOYD.HAMBURG-AMERIKA
LINIE.

(Freight Service.) (East Asiatic Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

— SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	MARSEILLES, HAVRE & HAMBURG.	12th Nov.
*SIBIRIA	(LONDON with transshipment in HAMBURG)	19th Nov.
Braun	HAVRE and HAMBURG.	About 19th Nov.
BAMBERG	(LONDON with transshipment in HAMBURG)	About 28th Nov.
Mayer	HAVRE and HAMBURG.	November.
*KONIGSBERG	(LONDON with transshipment in HAMBURG)	About 10th Dec.
Christiansen	HAVRE and HAMBURG.	December.
AMIRIA	(LONDON with transshipment in HAMBURG)	About 24th Dec.
Bunneister		December.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

[981]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

* Onong (via Naga-
saki, Kobe & Yoko-
hama) Wednesday, 25th Oct.,
at Noon.

* Algon (via Moji, Kobe,
Yokohama & Hon-
olulu) Tuesday, 21st Nov.,
at Noon.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 16th Dec.,
at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ONSAUNG,"

will be despatched for SAN FRANCISCO,
via NAGASAKI, KOBE and YOKOHAMA,
on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th October, 1899. [11]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS:
HONOLULU and SAN FRANCISCO, The
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Carmarthenshire, 2,929 | about | Nov. 15

Strathgyle, 5,023 | about | Dec. 15

Carlisle City, 3,002 | about | Dec. 31

THE Steamship

"CARMARTHENSIRE"

will be despatched for SAN DIEGO VIA
SHANGHAI, NAGASAKI, KOBE, YOKO-
HAMA and HONOLULU, on or about
WEDNESDAY, the 15th November.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan

Hongkong, 23rd October, 1899. [1293]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.FOR VICTORIA, B.C. and TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Breconshire, 3,567 | G. E. Elliott | Oct. 28

Queen Adelaide, 2,832 | F. McNair | Nov. 18

Saint Irene, 3,877 | W. Attree | Dec. 9

City of Dublin, 3,328 | J. R. Rae | Dec. 30

ALSO

FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGA-
TION COMPANY.

Abergeldie, 3,777 | J. Murray | Nov. 11

Monmouthshire, 2,874 | W. A. Evans | Dec. 23

Abergeldie, 3,777 | J. Murray | Jan. 27

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-
bles. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M. on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.

Hongkong, 19th October, 1899. [4]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.

AND

THE OVERLAND RAILWAYS,
ANDATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 4th Nov.,
at Noon.

Gaelic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Thursday, 30th Nov.,
at Noon.

Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 23rd Dec.,
at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 4th November, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained upon application.

Special rates (First-class only) are granted
to Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

BY THE MAIL.

The following are culled from home exchanges from dates 21st to 23rd Sept.:-

Mid-Lancashire Engineers.
Lord James of Hereford has given his arbitration award in favour of the Mid-Lancashire engineers receiving an advance of 1s. per week in wages, to date from 1st July last.
The dispute arose out of a conditional agreement between the employers and the men that the advance should be granted if the state of trade warranted. The employers maintained that the state of trade had not warranted the advance.

Plague at Beyrout.

The Foreign Office notifies that the British Legation at Beyrout reports that Beyrout has been declared infected with plague, and the Levant coast as far as Egypt suspected. Body linen, used sacks, fruits, and vegetables arriving there are prohibited. Travellers are only admitted twelve days after departure thence. The sanitary inspection is at Sullia.

Admiral Montojo Sentenced.

MADRID, September 21st.
The Supreme Court-martial has sentenced Admiral Montojo, commander of the special squadron which surrendered to the Americans at Cavite, to be placed on the reserve list. In addition the admiral is deprived of his right to promotion.—Reuter.

Frozen for two Years.

WHALE'S TERRIBLE EXPERIENCE IN THE ICE NEAR HUDSON BAY.
The White Star mail steamship *Germanic*, which arrived at Queenstown from New York on Wednesday night, brought intelligence that the British steamer *Mauchester*, trading from Liverpool to Montreal, spoke the whaler *Era* on 6 Sept., flying signals of distress.
A boat's crew was sent to the whaler, and found that she had for two years and three months been frozen in the ice near Hudson Bay.
The crew were in want of provisions and other articles, which the steamer supplied. The captain of the whaler was seriously ill.

U.S. Presidency Campaign.

BOSTON, Friday.
The Democratic State Convention has elected 30 delegates to next year's National Convention who are pledged to vote for the nomination of Mr. Bryan to the Presidency.—Reuter.

Big Chicago Blaze.

1,500 TERRIFIED HORSES ESCAPE IN A WILD STAMPEDE.
NEW YORK, Friday.
A great fire broke out during the night at Chicago, at the Union Stock Yards. The damage is estimated at 300,000 dollars. There were 1,500 horses on the premises, who, terrified by the flames, escaped in the wild stampede.
A number of people were injured by the maddened animals.—Central News.

Queen Wilhelmina Robbed.

ANTWERP, Thursday.
There has been a strange robbery at Queen Wilhelmina's palace at The Hague.
A number of gold and silver toilet articles were found to be mysteriously stolen from the young queen's dressing room. The police are still seeking for clues.

Miss's Hoard.

TREASURES ACCUMULATED BY MOULDER OF PENTONVILLE.
At the meeting of the Holborn Board of Guardians the clerk read a letter from a firm of solicitors with regard to the estate of Moulder, the Pentonville miser, who died in the City-Workhouse on 13 Sept.
The deceased's belongings included 2,438 in gold, 24 £5 notes, one £10 note, a life policy for £200, with bonus, two silver watches, lady's long gold chain, 15 silver spoons, one pair of sugar tongs, one precious stone, a small bar of gold, three gold-mounted pins, &c. The 145, 171, found upon the deceased had been taken for his keep during the two days that he had been under the care of the guardians.
Mr. Barton moved that the solicitors be allowed an inspection of the papers in the interests of the brother and sister of the deceased, who claimed the property. No will has as yet been found. The chairman said that none of the property would be parted with until legal title had been shown.

Recent Wills.

The following are amongst the wills recently proved:

NAME.	ADDRESS.	PERSONALTY.
Joseph Shaw...	The Woodlands, Smdal Magna, Wakefield...	£165,772
Charles Wheeler, J. P. and D. L.	Ledstone Hall, Normanton...	65,580
John Wicks...	The Grange, Downfield-rd., Clifton...	31,758
John Smith...	6, King's-rd., Clapham-park...	23,681
Rev. Richard Atkinson...	Royal-crescent, Bath...	13,762
Sir Henry Edward Leigh...	Canons Asby, Byfleet, Northants...	4,361
Richmer George Dixon...	Croydon...	3,885
George Wheeler...	73, Crescent-rd., Ramsgate...	3,037
The Ven. James Jamieson, Archdeacon of Leighlin...	Greenbank, co. Carlow...	2,873
Harry Maude...	Westminster Palace...	606

The gross value of the estate of the late Mr. Charles Wheeler has been assessed at £174,327 5s. 2d.

Wireless Telegraphy.

HUMAN VOICES HEARD THROUGH THE EARTH.
A RUSSIAN SCIENTIST'S EXPERIMENTS TO BE SHORTLY TREATED BY ELECTRICAL EXPERTS.
Sir William Preece's wireless telephone experiments, by which it is announced it has been possible to hear distinctly a series of taps used on the Morse principle, has caused great interest in the electrical world, and has been made the subject of a statement, by Dr. Peter Siemens, who has been hard at work for years on a system of wireless telephony.

THROUGH THE EARTH.
In an interview with a representative of the *Central News* Dr. Siemens said:
"I have read some account of Sir William Preece's wireless telephone experiments, but I may say that I am not working on anything like the same principle. I am not working on Herian waves at all. My principle is that of using only one means of conduction—namely,

the earth. I simply send electricity through the earth from one apparatus to another, in sympathy with it. No high poles or balloons, or anything of the kind, are required for my system.
"My apparatus is small and portable. Of course I cannot, for obvious reasons, just at present tell you about its construction and method of use."

"I have not had an opportunity of examining Sir William Preece's system, but I see that in the newspaper account all that is claimed for it is that the users can hear taps, which, when used as a Morse system, can be utilised in the sending of messages.
"Now, from this it would appear that to be able to use his invention one must be a telegraph operator, or other person understanding the Morse code."

THE HUMAN VOICE.

"Of course, I don't know what Sir William has in his mind for the future, but I claim that by my invention not only taps, but the spoken words, the sound of the human voice, can be heard, and that at great distances. I have already carried out successful experiments over short distances, with excellent results. Soon I hope to be in a position to give a series of practical demonstrations in the presence of electrical experts."

Mr. Siemens took his degree of Doctor of Philosophy. He is now in permanent residence in London.

Stranger than Fiction.

CLEVER RECOVERY OF STOLEN PROPERTY. NEARLY £6,000 WORTH OF THE BUENOS AYRES BONDS DISCOVERED BY INSPECTOR PENTON.

Thanks to the astuteness of Detective-inspector Penton, of the City Police, Messrs. Newman, Stignum, and Company, of Warrford-road, Thromington-st., will get back nearly £6,000 worth of Buenos Ayres bonds which were stolen from their office early in the year. This is the second stroke of smart detective business Inspector Penton has accomplished.

First, he arrested Harry Christie, a former clerk in the employ of the firm, and was able to charge him with complicity in the theft. The arrest took place practically within a few hours of the detention of his fellow-employee Somers, who was caught by Inspector Abbott in a distant unincorporated corner of British Columbia.

Christie and Somers (alias Chick) went out to Canada together, Somers staying there, and his friend returning during the summer. Christie, "living the life of a gentleman," was arrested at Newcross early last week, but when the detective searched his trunk he only found 200 dollars. "I made a lot of money by speculating on the Stock Exchange," was the young man's explanation of this.

ON THE TRACK.

But since the police-court proceedings at the Guildhall last Wednesday the wily detective has been very busy, for an idea struck him that all the bonds had been turned into hard cash, some of it might be put away snugly.

For several days he hunted high and low, and then the idea struck him that there might be a happy hunting ground among the clock-rooms and "left luggage," at the railway terminus. So he went the round of the big stations.

"Last night," writes a *Leader* representative, "I learned what success attended his efforts. The police, of course, were mysteriously silent on the matter. They knew nothing. Nor was the firm who lost the bonds more communicative. The mode a detective himself was nowhere to be found, but in inquiries in another quarter, I learned that before the inspector had gone very far he ran against some unclaimed luggage booked under a name that in itself was a sufficient excuse for examining the contents. This was at Vauxhall."

"Next day a few hundred yards among spick-and-span summer suits and irreproachable linen were handfuls of sovereigns. That was the first find. Searches similarly conducted at Waterloo, St. Pancras, and other termini resulted, strangely enough, in other discoveries of further caches of golden sovereigns. It was quite exciting work."

"From station to station went the energetic inspector, with his faithful myrmidons in the rear. How many separate 'bonds' these officers struck I cannot ascertain. Some, I understand, were made in the provinces, but the majority came off in and around London. And what was discovered was all, or nearly all, in gold."

Thieves who were smart enough to fitch bundles of valuable bonds under the very noses of their guardians would take care that as soon as the paper was converted into cash that cash should be untraceable. Notes and numbers and dates are unsafe. So everything possible was turned into gold so that it could not be traced.

Inspector Penton's find ran into the very substantial sum of about £6,000. It was a very smart bit of work, and something which will be heartily appreciated by Messrs. Neumann, whose loss will thus be cut down from £8,000 to £2,000."

Appeal to Englishmen.

"SHALL I SLAY MY BROTHER BOER?"
POWERFUL PAMPHLET ON THE TRANSVAAL CRISIS BY MR. W. T. STEAD, WHO CALLS FOR PEACE METHODS.
In a pamphlet entitled "Shall I Slay My Brother Boer?" which will be published in the near future by the Transvaal Committee, Mr. W. T. Stead makes a personal and powerful appeal to the conscience of his fellow countrymen in the present crisis.

War, he says, is either the most impetuous and sacred of all duties or it is the greatest of all crimes, the sum of all the villainies. Let us make sure that by carrying fire and sword through the Transvaal our action would not come under the latter category.

A STRAIGHT QUESTION.

"To all those of my fellow-countrymen who are declaring that there is nothing for it but to cry 'Havoc' and let slip the dogs of war, I venture to address a simple question.
"Have you before giving judgment which involves you in the responsibility of taking your brother's life devoted five minutes serious thought as to whether your motives are free from prejudice and self-interest?"

"Let it be admitted that the Boers are an insufferable lot of canting ruffians, who are never weary of boasting that they whipped us at Majuba and worsted us at Doornkop; is that good enough to justify the employment of the armed strength of the British Empire to massacre them into modesty?"

A DREYFUS ANALOGY.

Mr. Stead draws an analogy between the Dreyfus affair and the Transvaal trouble:
"Dreyfus, like the Boer, belongs to an unpopular race. Like the Transvaal, he was tried by a tribunal strongly prejudiced against him, and his conviction was obtained by the same unblushing appeals to national passion and self-interest which are relied upon in our Press for bounding this nation into war. In Mr. Chamberlain we have the General Mercier of the situation."

we condemn to death a State to save the cause of British Imperialism; by their savage determination to avenge Majuba."

DISPROPORTIONATE STRIFE.

The mere statement of the disproportion between each other in the unions and parishes of England than the whole of the Boer population of the Transvaal. If we exclude women, children, and bed-ridden old men, it is probable that there are almost as many able-bodied men in Lord Rowton's lodging-houses in London at this moment as the whole of the adult male Boers."

SUZERAINTY.

Mr. Stead pursuing both Mr. Chamberlain and Sir A. Milner of convicts a policy which they have previously denounced as fatal to the interests of South Africa, and dealing with the interpretation of the word "suzerainty," says: "Surely never have two States stood confronting each other in arms, ready to drench the battlefield with human blood over a question of such tepidity that it requires the training of a schoolman to appreciate its significance. If peace is to be preserved all that need be done is to make an etymological sacrifice to secure an immense political advantage."

"If we slay our brother Boer with no better warrant than a desire to wipe out, Majuba, or seize the goldfields, we sink to the level of the cut-throat and the buccaner, and we shall not long have to wait for the vengeance and the doom. South Africa, which might have been an Australia, will become another Ireland, a million miles tied around our neck, the only distressed province in the whole of our Colonial Empire."

DREYFUS'S ADDRESS TO HIS COUNTRYMEN.

PARIS, Thursday.
Alfred Dreyfus announces to-day, in very measured language, that he will not rest contented with a pardon.

I will continue to seek reparation for the frightful judicial error of which I am still the victim. I wish all France to know by a definite judgment that I am innocent. My heart will not be appeased until there is no longer one Frenchman who can impute to me a crime which another has committed.

What Dreyfus can do is to seek for a new fact which does not come within the category of the close judge (the *bordereau*) is now eliminated from this category which will induce a Minister of Justice to bring the case once more before the Court of Cassation.

The Court of Cassation may quash the Rennes judgment entirely if it thinks proper, and then Dreyfus may claim compensation and reintegration in his former rank in the army. But it must be obvious to him, as it is to everybody else, that after Rennes the army would no longer tolerate him in its midst, and it is not conceivable for a moment that he would wish to resume his military duties. If his innocence be proclaimed he would have to resign his commission.

The unanimous tone of Dreyfus's proclamation indicates plainly enough that he does not mean to be the captive of judicial friends any longer, and will manage his case in his own way.

Where Dreyfus is.

HE HAS FOUND A RETREAT WITH RELATIVES NEAR MARSEILLES.
CARPENTRAS (VAUCLUSE), Thursday.
Capt. Alfred Dreyfus arrived here a half-past eight this morning, accompanied by his brother and his nephew, M. Paul Valabregue.

Captain Dreyfus went at once to the country house known as "La Quintine," belonging to his brother-in-law, who has been established as a cloth merchant in the town for 25 years. He will consequently be among his friends and relatives.

His wife is expected to arrive here from Paris late to-night.

Captain Dreyfus's state of health does not, it appears, at present permit of his receiving visitors, but his family expect that the favourable climate of this district, in which he intends to spend some months, will go far to restore his strength. The news of his arrival here was, however, known, but did not give rise to any demonstrations.—Reuter.

Carpentras is to the north and slightly to the west of Marseilles.

The launch of the "London."
OUR LATEST FIRST-CLASS BATTLESHIP. SHE IS OF THE IMPROVED FORMIDABLE TYPE, AND WAS LAID DOWN AT PORTSMOUTH NINE MONTHS AGO.

The new first-class battleship *London* was launched from Portsmouth Dockyard yesterday under most favourable conditions. The crowd of spectators was larger than any seen at similar events in Portsmouth for a long time past, and everything passed off without the slightest hitch.

The keel of the *London* was laid down on 8th Dec. last. Since then 5,000 tons of material have been built into the ship, and this represented her weight at the time of launching. She is built from the designs of Sir William White, director of naval construction, and under the local supervision of Mr. Yates, chief constructor, and of Mr. Ollis, constructor.

She is one of a class of which there are three building at Portsmouth, Chatham, and Devonport. They are described as "Improved Formidables." When completed she will represent a capital expenditure of over one million pounds sterling, this including the cost of armament.

Her principal dimensions are: length between perpendiculars, 400 feet; length over all, 430 feet; breadth, 75 feet; displacement, 15,000 tons; mean draught, 26 ft. 6 in. She will be propelled by twin screws each driven by triple expansion engines of 7,500 horse-power, the steam being supplied by 20 independent water tube boilers of Belleville type.

COAL CAPACITY.

The machinery is supplied by the Earle's Shipbuilding and Engineering Company, Ltd., Hull. The coal carried at mean draught will be 900 tons, though provision is made for storage of 2,100 tons. Her armour resembles that of the *Formidable* except for one important modification. The armour of the *London* is continued right forward to meet the special plating on the bow, and is treated by the improved Harvey process. The side armour is 9 in. thick and 13 ft. deep.

The *London's* main armament will consist of four 12 in. breechloading wire guns of new aft, and protected by thick armour shields. She will also carry 12 6 in. quick-firing guns of new type, 16 12-pounder quick-firing, besides smaller weapons for boat and field service, and six 3-pounders in the two fighting tops and eight Maxim's. Four submerged torpedo tubes will be fitted.

A conspicuous feature of the design is the formidable ram, a solid mass of steel weighing 35 tons. The *London* will have an elaborate electric outfit, and her complement, if commissioned as a flag-ship, will be 789 men. She has been built on the slipway from which the *Queens* launched the *Royal Arthur*.

THE LAUNCH.

The workmen were busy on an early hour yesterday morning setting her up by removing the keel blocks, and gradually throwing her weight on the launching cradle. Amongst the distinguished visitors was Lady Hamilton, who had consented to perform the christening ceremony. She was accompanied by Lord George Hamilton, Sir Frederick and Lady Fitzwygram, the Mayor and Mayoress of Portsmouth, the Admiral of the Fleet (Sir Nowell Salmon), Admiral-superintendent Aldrich, Rear-Admiral Douglas represented the Admiralty, and a large number of naval and military officers, including several from the Japanese warship *Shikidaru*, now lying at Portsmouth, also attended.

The usual religious service having been conducted by the Rev. A. Law, dockyard chaplain, Lady Hamilton christened the *London* by breaking a garland decked with wine over the ram and wishing the ship success. She then took a mallet and chisel, and severed the cord which released the weights that knocked away the last dog shores, setting free the ship.

After a brief application of hydraulic pressure the ship slid down the greased ways and entered the water in magnificent style, amid loud cheers and the strains of "Rule Britannia," and the National Anthem, played by the band of the Royal Marine Artillery.

The *London's* two sister ships, the *Venerable* and the *Rutland* will both be launched in a few weeks. The three are not excellent in the British navy or in any fleet. They are only exceeded—and that very slightly in respect of displacement—by three ships building for Japan. Russia's biggest ship is of 12,700 tons and 376 ft. in length. France's *Jena* is 12,052 tons and 360 ft. long, Germany's *Kaiser Friedrich III.* and her two consorts, 11,800 tons and 357 ft. 4 in. long, while the U. S. latest ships are 10,800 long and of 12,500 tons.

"The Moonlight Blossom."

THE JAPANESE PLAY AT THE PRINCE OF WALES'S.

If some magic wand were to touch this strange play by Mr. C. B. Fernald (the very interesting author of "The Cat and the Cherry") and were to be able suddenly to isolate its component parts I believe the elements would divide themselves thus: 1. Toy-symphony—unearthly scintillations and fairy palerettes and primitive dulcimers, and clashing of elaborated castanets. 2. Japan Exhibition. Special feature. Temple courtyard on view. In the course of the evening the Japanese methods of fighting upon stilts, of hawking misdemaneans, of drawing water, and of taking afternoon tea, with other native customs, will be demonstrated at intervals. Admission free for all visitors to the exhibition. 3. Melodrama of more or less conventional type, "missing will" theme. When these large ingredients have been set on one side residue would, I think, be found, and on close inspection it might shape itself into this pretty story. Arumo, a Japanese nobleman, had been persuaded by guile into making over to his brother Sakata all future possession of their father's lands—Arumo's birthright. But Arumo was to be allowed to keep them until three more harvests had been reaped. Now, Nanoya, daughter of the high priest, loved Arumo. And as she was standing outside her father's temple she talked with a blind seer, who told her that "the moonlight blossom"—the blood-red flower that grew upon the temple porch—bloomed but once in thirty years, and when it did the oil of its seeds was priceless. And this she told to Arumo; and she gave him a root of the flower that he might plant it upon the lands that he was so wrongfully to lose. So there was no harvest on these lands for 30 years, but the harvest that came then brought to Arumo untold wealth. And Arumo and Nanoya lived in love and secure in happiness, to their lives' end.

This little story of a maid's wit (far-fetched though it be), is, to my mind, admirably romantic, and helped out by all the local colour and the quick and passionate Oriental spirit with which Mr. Fernald's creations are always instinct, would ideally furnish forth a poetic little piece in one act. Now Mr. Fernald makes it into what turns out to be the finishing motive of a three-act drama—or "romance" rather (I beg Mr. Fernald's pardon—by prefixing to it two acts and a half of regular orthodox melodrama—trouped, perched, and dressed in costume, but melodrama none the less—with its situations heaped up by means of villainy of Sakata, the bad brother, of whom I have spoken. This brother haunts the play, disguised as a jirishikan, working all the ill he can to Arumo, whom he had already brought into disgrace through crimes, sacrileges, and what not, of which he and a lady accomplice of his were really guilty. By some undoubtedly clever manipulation Mr. Fernald manages to make a lovely Nanoya Sakata's unwitting instrument in inducing Arumo to make over his birthright. But in all these matters Mr. Fernald is treading ground that has been trodden in "rightful heir" dramas terribly often before, though, indeed, he spreads over it a carpet of the mystical manners and simple folklore of the East. Had he continued with the melodrama to the end, the play would have been one of that always acceptable type of old friend with a new and strangely garnished face. As it is, one leaves the theatre with a mixture of regret and satisfaction. The maker of it is indicated with a little more final idea which I started with, and that final idea is big enough for a whole evening's play.

So these two things cancel themselves in a way, and one is left with just the dim remembrance of a weird scene, peopled with weird folk, and vocal with weird words. In the matter of weirdness no fault can certainly be found with Mr. Fernald. He is unflinchingly courageous. It takes an act to get used to the method of thought and language in the play. Through the whole of it characters say what they do not mean, and do what they do not say. Mr. Fernald works the fascination of cunning for all it is worth. But that subtle pleasure does not last for ever, any more than the sheer grotesquerie of metaphors that seem to us uncouth. These externals of the play show themselves, too, particularly shallow when we know the actors so well as we do Mr. Forbes-Robertson and Mrs. Patrick-Campbell. The fact that Mr. Forbes-Robertson was in a tied-up pigtail, and Mrs. Patrick-Campbell had the usual sort of cushion on her back that the Geisha has accustomed us to, did not alter their method of expressing emotion, though I must say Mrs. Patrick-Campbell looks particularly pretty as a jewel of Asia. Mr. Welch supplied comedy very broadly, but with great effect as a jirishikan, a man of no account, but with a sense of humour that is not up to his sentiment.

Bolted!!

THE BRITISH INVESTMENT CORPORATION. SWINDLE.

This morning the occasion arises for asking a question which has often been asked before—What is the use of the Public Prosecutor? Week after week throughout the summer the attention of the authorities has been directed to the proceedings of a palpable swindler passing by the name of "Henry Coleman," and carrying on a bucket-shop glorified with the high sounding title of the British Investment Corporation, 47, Finsbury-square, E.C. In the early days of June several of our morning-contem-

poraries allowed whole columns of their advertising space to be occupied by the phrase, "How to invest," repeated scores of times for the purpose of drawing attention to a pamphlet issued by Coleman, in which the public were invited to gamble on the *Crown System*, or, by means of blindpools. Attached to the advertisement were extracts from what purported to be an editorial article that had appeared in the *Whitehall Review*, the editor of which committed himself to this definite statement:

"We may mention that Mr. H. Coleman, the secretary of the corporation, is well known in financial circles, and his advice concerning investments is widely sought and much appreciated even by experts."

"Up to within the last fortnight 'Coleman' has regularly attracted money from unsophisticated persons by means of the following advertisement, which we quote from the *Puffy Telegraph* of 9th September, 1899:

"How to invest is the title of a little work which should be read by all who, having spare capital at their command, wish to invest it to the greatest advantage.—Sent gratis and post-free by the British Investment Corporation, 42, Finsbury-square, London, E.C."

We grow tired of reminding certain of our contemporaries of the responsibility which they incur by prostituting their columns by the acceptance of the advertisements of notorious swindlers. In the case of "Coleman," it is impossible for any advertisement manager, no matter how guileless, not to have known that the man was a thief endeavoring to trade upon the greed and ignorance of the unsophisticated.

In the *Morning Leader* of 2 June, 1899, in the course of an article in which "Coleman" was denounced in the most unequivocal way, we wrote as follows:

Reverting for a moment to the British Investment Corporation and its "How to Invest," we find that particulars are given of some dozen blind pools which are alleged to have returned profits since Nov., 1898, at the average rate of about 77.50 per cent. per fortnight, it being added that no 6-monthly statement since the commencement has ever shown a loss. A business man who examines these obviously fictitious accounts will detect at once the make of the trickster. The first May syndicate is alleged to have made £9 profit in one day on an option in Canadian Pacific, £4 dollars having been given for the put and call at 98. The second May Syndicate is alleged to have made a profit of £7 in three days out of the payment of a per cent for the put and call of £5,000 Welsbach Incandescent Preference at 94. Both transactions are palpably invented for show purposes, as it would have been quite impossible to carry them out at the alleged prices anywhere except on paper. We need not waste time or space in further serious criticism of Mr. Coleman's precious pamphlet. We only trust that none of our readers will be so misguided as to send him their spare cash.

Further strong comments which appeared in the *Star* of 22 June, 1899, and referred directly to the *Leader* article, from which the above quotation is taken, roused "Coleman" to institute legal proceedings for libel against the proprietors of the two papers. "Coleman" brought the action in his own name as proprietor of the British Investment Corporation, and in his statement of claim, wherein he assessed the damage done to his reputation at £500, he asserted that our article meant that he either alone or in conjunction with other persons, had put forward dishonest accounts and statements to deceive the public, and to induce them to deal with him and the said British Investment Corporation, and had been and was trying to cheat and swindle, and had cheated and swindled the public.

We could not have summed up our indictment more concisely ourselves. That is exactly what we did mean when we attacked "Coleman" in our columns, and it is what we should have proved up to the hilt had the action gone to trial. Unfortunately for "Coleman" victims, he has now saved us the trouble of bringing evidence against him in open court by being numbered with the missing. With him have disappeared many thousands of pounds entrusted to him for investment.

"Coleman's" final coup was made during the first fortnight of the current month. For some weeks previously money had been rolling in from all parts of the country, attracted by the regularity with which he paid his paltry fortnightly "dividends." His method was precisely identical with that of "Perfection" Miller or Douglas, Hungerford, and Williams. When he received £100 he speedily sent to the "investor" a fortnightly "dividend" of a few shillings. This appeared to work out at a large percentage per annum, and generally produced fresh capital. The funds in "Coleman's" possession thus grew like a snowball in rolling. About three weeks ago he planned his final venture, sending out circulars to some 3,000 possible dupes, inviting them to join in a blind pool to buy Anaconda Copper Mine shares. Each letter contained a printed telegram form to be filled up, and returned to "Coleman," intimating the amount of money that was following by post. All through Monday, 11 Sept., and the succeeding days telegrams poured in to 42, Finsbury-square. Successive posts brought cheques and banknotes galore. Hundreds if not thousands of pounds came by each delivery. "Coleman" cashed all the cheques, and on Saturday morning last, having given the typewriting young lady and the office boy a fortnight's holiday, made his final bow to Finsbury-square. It is generally believed that he has gone to see the International Yacht Race. As far as we can trace, his only accomplice was a young man passing by the name of "Ben" who he called his "Confidential Clerk," and who has joined in his flight. The actual amount of his plunder will possibly never be discovered, but some weeks before the Anaconda coup he had over £6,000 to his credit at his bankers. We commend his case specially to the consideration of the Public Prosecutor. This is not the first, nor the second time that this particular form of swindle has been carried successfully on a big scale in the heart of the City. The Fields got away with £70,000. Douglas, Hungerford, and Williams are believed to have scored in over £100,000, and now "Coleman" has repeated the coup. If the Public Prosecutor does not take notice of this barefaced robbery of this kind, what in the name of all that is wonderful is he paid to do?

Shipping.

STEAMER.

HONGKONG AND MANILA REGULAR LINE OF STEAMERS.

THE Steamship

FOR MANILA.

"LEGAZPI."

Captain A. Yilbar, will be despatched as above TO-MORROW, the 24th instant, at Noon. The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light. For Freight and Passage, apply to LIZARRAGA HERMANOS, Agents, No. 6, Beconsfield Arcade, Hongkong, 23rd October, 1899. [1325a]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"CHOYSANG." Captain Bowker, will be despatched as above TO-MORROW, the 24th instant, at 4 P.M. This Steamer has Accommodation for First class Passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 18th October, 1899. [1318a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG." Captain Todd, will be despatched as above on WEDNESDAY, the 25th instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 19th October, 1899. [1321a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHANGSHA." Captain Moore, will be despatched as above on WEDNESDAY, the 25th instant.

The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA,
(JAPAN MAIL STEAMSHIP CO.)

FOR MANILA.

THE Company's Steamship

"YAWATA MARU"
(3,800 Tons Gross, Captain A. E. Moses) will be despatched for the above Port, on FRIDAY, the 27th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvement for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 21st October, 1899. [1327a]

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

"ARGVILL"
will be despatched for the above port on or about the 25th instant, and will be followed by S.S. "JOHN SANDERSON" to sail about 31st October.

S.S. "ST. JEROME" to sail about 15th Nov.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 13th October, 1899. [191a]

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.L.I. American Ship

"ST. MARK."
Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.For Freight, apply to
ARNOLD, KARBURG & CO.,
Hongkong, 20th September, 1899. [1192a]

Intimations.

SIEN TING

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [43]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]



White Violets
EXTRACT

This fugitive and delicate perfume is persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adapted for use in all French Society.

10,000 White Violets equal each bottle of PARIS White Violets Extract.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—
REUCE, American ship, D. Whitmore—Standard Oil Co.

The Share Market.

LATEST QUOTATIONS.

(October 23rd.)

Banks.

Hongkong and Shanghai Banking Corporation—33 1/2 per cent. premium.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 4 1/2 buyers.

The Bank of China & Japan, Ltd.—(Deferred) 4 1/2 buyers.

National Bank of China, Ltd.—\$28.

Do.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$24.

China Traders' Insurance Co., Limited—\$39.

North China Insurance Co., Ltd.—\$121.

Yonghe Insurance Assoc. Ltd.—\$137.

Straits Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$85.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$29.

Indo-China Steam Navigation Company, Ltd.—\$80.

China and Manila S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$47.

China Mutual S. N. Co., Ltd.—(Preference)—\$9 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$5 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$5 to buyers.

Queen Mines, Limited—\$47.

Jelebu Mining and Trading Co., Ltd.—\$44.

Raub Allain Gold Mining Co., Ltd.—\$64.

Oliver's Freehold Mines, Ltd.—\$11.

Oliver's Freehold Mines, Ltd.—\$11.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$1.80.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$11.

Hongkong and Whampoa Wharf and Godown Company, Limited—\$90.

Wanchai Warehouse and Storage Co., Ltd.—\$45 buyers.

New Amoy Dock Co., Ltd.—\$18.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$50 buyers.

Hongkong Land Investment and Agency Co., Ltd.—\$10.

Kowloon Land and Building Co., Ltd.—\$28.

West Point Building Co., Ltd.—\$30.

Hongkong Hotel Co., Ltd.—\$120.

Humphreys' Estate and Finance Co., Ltd.—\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$29.

China Borneo Co., Limited—103 buyers.

A. S. Watson & Co., Limited—\$167.

Hongkong Electric Co., Limited—\$118.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$189.

Geo. Fenwick & Co., Ltd.—\$43.

Hongkong Ice Co., Ltd.—\$127.

Hongkong High-Level Tramways Co., Ltd.—\$147.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15 buyers.

Bell's Asbestos Eastern Agency, Limited—£1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Garnham & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$60.

Ewo Cotton Spinning & W. Co., Ltd.—\$15.

International Cotton Mfg. Co., Ltd.—\$15.

Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.—\$15.

Soy Chee Cotton Spinning Co., Ltd.—\$15.

Yehloong Cotton Spinning Co., Ltd.—\$15.

Teahou Planting Co., Ltd.—\$4 per share.

Teahou Planting Co., Ltd.—\$4.

BENJAMIN, KELLY & POTTS (Share Brokers.)

Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 23rd October.

ON LONDON, Telegraphic Transfer 110 1/2

Bank Bills, on demand 110 1/2

Credits, 4 months' sight 111 1/2

ON BERLIN, (demand) M. 1.95 1/2

ON PARIS, Bank Bills, on demand 2.47

Credits, 4 months' sight 2.47

ON NEW YORK, Bank Bills, on demand 46 1/2

Credits, 30 days' sight 47 1/2

ON BOMBAY, Telegraphic Transfer 14 1/2

On demand 14 1/2

ON SHANGHAI, Telegraphic Transfer 73

Private, 30 days' sight 73

ON YOKOHAMA, T.T. 64 per cent. premium.

Sovereigns, Bank's Buying Rate \$10.47

Gold Leaf 100 touch, per tael \$34.40

Bar Silver 26 1/2

Dollars 31 per cent. premium.

OPIUM QUOTATIONS.

Hongkong, 23rd October.

New Opium 930 per chest.

New Benares 910

New Malwa 860 per picul.

Old Malwa 875

Persian, paper tied 800

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken

Mr. John Angus

Dr. C. Bach

Mr. W. S. Bailey

Mr. B. J. Barlow

Mr. J. E. M. Bartlett

Mr. W. M. Black

Mr. F. Bonnet

Mr. and Mrs. A. H. Bottenheim

Vie. J. de Breinohd

d'Aras

Mr. G. Brusse

Mr. and Mrs. C. B. Chan

Mr. T. F. Burgdorf

Mr. W. R. Burnside

Mr. A. B. Carter

Dr. de Cholelet

Vie. de Mrs. F. Clark

Mr. and Mrs. M. A. Clark

Mr. C. Denroche

Mr. A. Docter

Mr. H. Dunbar

Mr. D. Earnshaw

Mr. and Mrs. F. H. Eldridge

Mr. W. Fuciel

Mr. and Mrs. G. Gibson

Mr. and Mrs. H. V. Gillen

Capt. Goddard

Major and Mrs. Griffin

Mr. and Mrs. Guilbert

Capt. P. H. Harris

Mr. and Mrs. Harris

Mr. G. Havers

Mrs. Haywood

Mr. H. Heller

Major and Mrs. Higgs

Mr. T. Howard

Mr. Magdon Ismail

Major and Mrs. Jeffreys

Mr. and Mrs. Joseph

Mr. E. A. Katsch

Mr. and Mrs. King

Mr. J. Kirkwood

Mr. Z. Kobayashi

Capt. F. Koford

Mr. J. Lank

Mr. J. E. Lee

Mr. C. W. Longuet

Mr. C. W. Longuet

Mr. R. Mitchell

Mr. K. W. Nordman

Mr. Van Oertzen

Lt.-Col. The O'Gorman

Dr. Marx Peters

Hon. H. E. Pollock

Capt. H. V. Pryne

Comdr. R. M. Ramsey

Mr. E. Shar

Mr. A. Sinclair

Mr. A. Findlay Smith

Mr. A. G. Stokes

Mr. A. P. Stokes

Major G. R. St. John

Mr. O. D. Thomson

Mr. H. D. Wheeler

Rev. F. Flynn, R.N.

Hon. and Mrs. R. D. Ormeby

Miss Ormeby

Miss G. L. Paletti

Mr. and Mrs. W. E. Turner

Capt. C. B. Simmonds

R.A.

Mr. Hugo Silvestri

Mr. J. Simmonds

The Government Civil Hospital Sisters

Miss York Triscott

Mr. and Mrs. W. E. Turner

Consul Volpicelli

Madame Volpicelli

VESSELS IN PORT.

Steamers.

DRECONSHIRE, British steamer, 2,323, Elliott, 8th Oct.—Colombo 20th Sept. Ballast—Dodwell & Co.

CHOWFA, British steamer, 1,050, J. Williamson, 18th Oct.—Bangkok 9th Oct. and Koh-si-chang 11th, General.—Butterfield & Swire.

CHUNSIANG, British steamer, 1,474, E. J. Buller, 16th Oct.—Java 7th Oct. Sugar.—Jardine, Matheson & Co.

CULGOA, American transport, 1,140, Comdr. J. W. Carlin, U.S.N., 20th Oct.—Manila 17th Oct. Ballast.

DOVO MARU, Japanese steamer, 1,311, K. Wokihama, 21st Oct.—Kiran 18th Oct. Coal.—Order.

ELSE, German steamer, 903, F. Petersen, 17th Oct.—Samarang 5th Oct. Sugar.—Siemssen & Co.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 4th Oct.—Vancouver, B.C. 12th Sept. and Shanghai 1st Oct. Mails and General.—C. P. R. Co.

ESMERALDA, British steamer, 966, A. R. W. Cobban, 17th Oct.—Manila 14th Oct. Hemp and Cigars.—Shewan, Tomes & Co.

HAKUAI MARU, Japanese steamer, 1,419, M. Wokihama, 19th Oct.—Swatow 18th Oct. Tea and Brick.—Nippon Yusen Kaisha.

LEOZAP, Spanish steamer, 586, Antonio Tribar, 20th Oct.—Manila 17th Oct. Leather.—Order.

MACHEW, British steamer, 995, J. E. Farrell, 18th Oct.—Siam 11th October, Rice.—Butterfield & Swire.

MAUSANG, British steamer, 1,643, J. Kynock, 21st Oct.—Sandakan 15th Oct. Timber.—Jardine, Matheson & Co.

MONGKUT, British steamer, 859, N. G. Major, 14th Oct.—Koh-si-chang 10th Oct. Rice.—Yuen Fat Hong.

ON SANG, British steamer, 1,787, J. Young, 7th Oct.—Saigon 1st Oct. Rice and Rice Flour.—Jardine, Matheson & Co.

PETRARCH, German steamer, 1,252, Necker, 8th Oct.—Samarang 22nd Sept. and Labuan 30th, General.—Lauts, Wegener & Co.

PHRA-CHOM KLAO, British steamer, 1,011, J. Fowler, 19th Oct.—Bangkok 10th Oct. and Koh-si-chang 12th, Rice and General.—Yuen Fat Hong.

SABINE RICKMERS, British steamer, 690, J. N. Naber, R.N.R., 18th Oct.—Shanghai 15th Oct. Ballast.—Arnold, Karberg & Co.

SAINT JEROME, British steamer, 1,845, P. T. Reid, 21st Oct.—Muroran 11th Oct. Coal.—Hughes & Hough.

SANDAKAN, German steamer, 1,374, E. Muhle, 12th Oct.—Sandakan 5th Oct. Timber.—Melchers & Co.

SUISANG, British steamer, 1,776, E. J. Todd, 18th Oct.—Calcutta 3rd Oct. Penang 7th, and Singapore 12th, Opium and General.—Jardine, Matheson & Co.

SYDNEY, French steamer, 4,232, Aubert, 13th Oct.—Marseilles 3rd Sept. and Saigon 5th Oct. Mails and General.—Messageries Maritimes.

SZECIEN, British steamer, 1,158, Hall, 18th Oct.—Bangkok 10th Oct. Rice.—Butterfield & Swire.

TERRIER, Norwegian steamer, 1,008, G. Kampford, 14th Oct.—Singapore 5th October, Timber.—Order.

TETARTOS, German steamer, 1,574, T. Dusier, 14th Oct.—Saigon 5th October, Rice.—Siemssen & Co.

THYRA, Norwegian steamer, 2,150, Edwardson, 12th Oct.—Mojoi 6th Oct. Coal.—Butterfield & Swire.

WONGKOT, British steamer, 1,115, H. B. Brooke, 15th Oct.—Bangkok 10th Oct. Tea and Rice. &c.—Chinuss.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 18th Oct.—Manila 13th Oct. and Amoy 17th, Hemp and Tobacco.—Jardine, Matheson & Co.

Sailing Vessels.

ADOLPH OBRIG, American bark, 1,302, Armsbury, 17th Oct.—New York 5th May, Case Oil.—Standard Oil Co.

ETHA RICKMERS, German ship, 1,754, Joh. Bencke, 22nd Sept.—Cardiff 13th May, Coal.—Arnold, Karberg & Co.

GILLO, German bark, 1,324, Hemmer, 8th Oct.—New York 26th May, Kerosine Oil.—Standard Oil Co.

JOSEPHUS, American ship, 1,547, P. Gilkey, 20th Sept.—New York 25th April, Case Oil.—Standard Oil Co.

LOTHAIR, Italian bark, 759, C. Lewanger, 1st Oct.—Callao Peru 21st July, Iron.—Order.

MANUEL LLAGUNA, American ship, 1,649, C. V. Small, 7th Oct.—Shanghai 3rd October, Ballast.—Order.

MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept.—New York 24th April, Case Oil.—Standard Oil Co.

MARY L. CUSHING, American bark, 1,430, 1st Oct.—New York 10th May, Case Oil.—Order.

RETRIEVER, British schooner, 96, Parker, 8th Sept.—Honolulu 16th July, Ballast.—Order.

REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.—New York 30th May, Case Oil.—Standard Oil Co.

SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.—Cebu and Philippine Islands 22nd Aug. Ballast.—Order.

ST. JAMES, American bark, 1,453, R. M. Tapley, 20th Sept.—Manila 13th Sept. Ballast.—Reuter, Bruckmann & Co.

STANFIELD, British bark, 560, Wilson, 8th Oct.—Rajang 17th Sept. Timber.—Order.

STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.—New York 20th May, Kerosine Oil.—Standard Oil Co.

WARATAH, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept. Ballast.—Mr. F. W. Hall.

WM. H. CONNER, American ship, 1,424, J. T. Erisline, 14th Oct.—New York 7th May, and Rio Janeiro 11th July, Kerosine.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 23rd, 1899.

Alacrity, despatch-v